

# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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## Fire Station 11

Battalion 2

Glen Echo Station

5920 Massachusetts Avenue, Bethesda



### Description

- Ownership: Volunteer
- Employees: 5 Shift Work
- Apparatus Housed: Engine, Ambulance
- First Due Area: 5.17 mi<sup>2</sup>
- Active LOSAP Volunteers: 22
- IECS Volunteers: 24

### Overview

Glen Echo began in 1889 when two tenacious, business-minded brothers purchased land along the Potomac River from Cabin John Creek in Maryland to the Walhonding Road area and named it Glen-Echo-On-The-Potomac. The brothers envisioned stone castles consuming the land and, in order to get people to make the stone castles, opened five quarries, one is still operating today. Trains provided easy access to and from Glen Echo but illness often plagued the area; rumors stipulate it was malaria, and the economy suffered. The brothers never gave up looking for a new way to build Glen Echo. They formed an alliance with the National Chautauqua education movement that unified Protestant churches for classes, discussions, entertainment and physical activities. The unification did not last long and the brothers decided to invest in an amusement park. In 1903, the brothers fell into severe debt with liens against the property and they finally sold the property. The park continued to entertain

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through World War II but eventually closed in 1968. Currently the park is a Chautauqua again offering classes, dancing, etc.

Station 11 sits as a house that resembles the others in an affluent community. There are many unusual street names throughout the first due area that personnel must learn in order to know the running routes and a portion of the Potomac River and Capital Crescent Trail as well as multiple hiking trails run through the area.

#### **High Risk Areas – Including Hazards**

The Department of Defense (DOD) has one of its offices in Station 11's first due area that will become an intelligence campus. The agency has no fire department and no biological/hazardous buildings on this campus. Some of the buildings are very high security and some of the buildings do not have windows – which, to firefighters, can be extremely dangerous. There are certain buildings that if they were to catch fire would be allowed to burn with no intervention. The personnel at Station 11 mostly run EMS and Automatic Fire Alarms to the facility; there is always a police escort from the time they enter the campus until the time they leave. There are 3,000 – 3,300 employees that work on this campus. Station 11's area includes a dangerous portion of the Potomac River that includes the Brookmont Dam – a low-head dam with turbulent whitewater. The dam has been the scene of many past swift water incidents, including heroic rescues and drownings. Although the dam was modified in the mid-1980s to reduce the hydraulic effect, it still has dangerous rapids that lure risk-takers in kayaks and rafts despite an abundance of warning signs and buoys upstream.

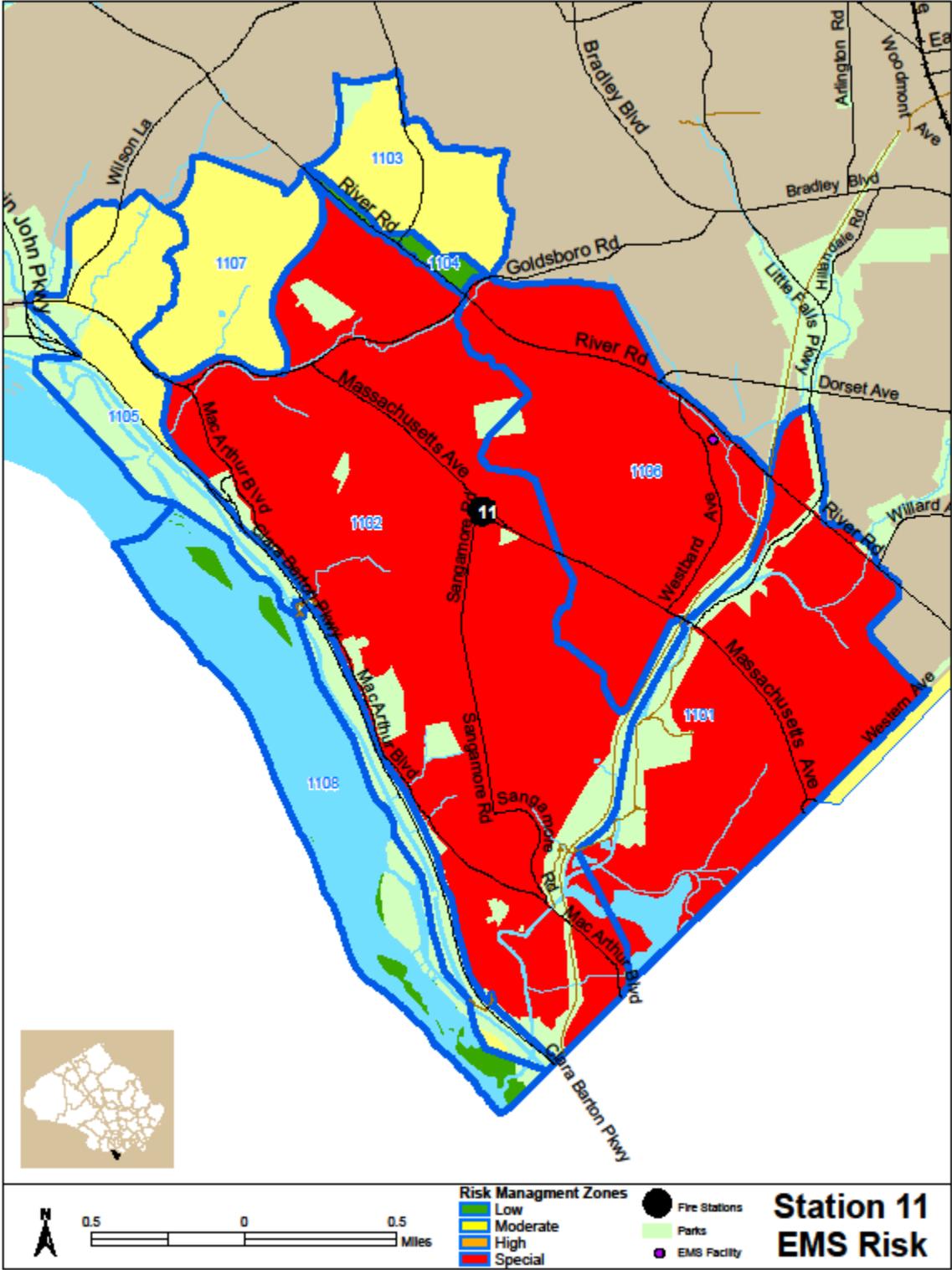
There is no high interstate traffic; METRO or railroads; and/or industrial, chemical, biological hazardous plants or warehouses.

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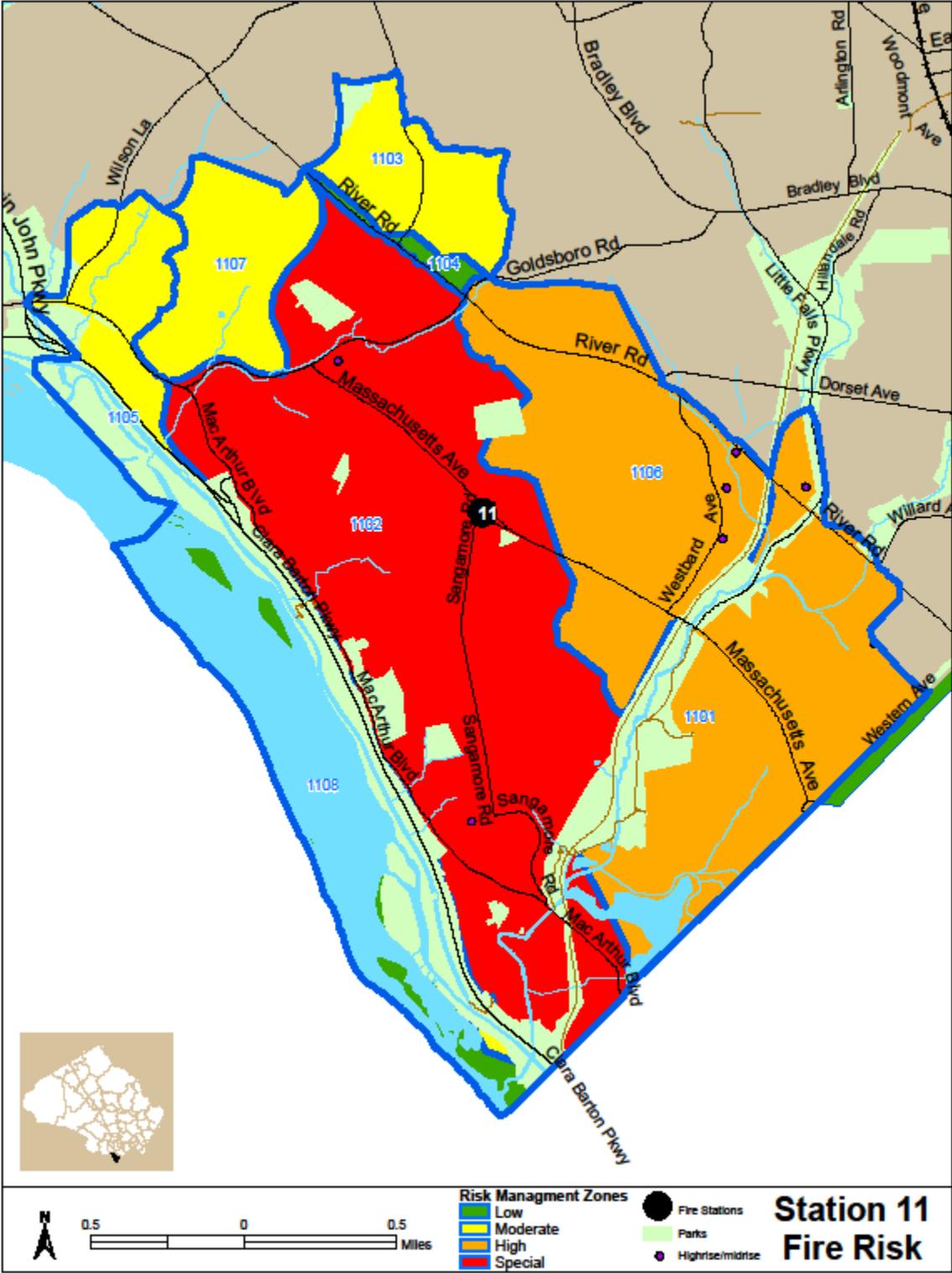
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<b>Station 11 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>388</b>	<b>391</b>	<b>358</b>	<b>238</b>
<b>ALS1</b>	<b>302</b>	<b>317</b>	<b>298</b>	<b>142</b>
<b>ALS2</b>	<b>51</b>	<b>48</b>	<b>52</b>	<b>29</b>
<b>BLS</b>	<b>552</b>	<b>599</b>	<b>548</b>	<b>278</b>
<b>Explosive</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>2</b>
<b>Firefull</b>	<b>18</b>	<b>13</b>	<b>12</b>	<b>5</b>
<b>Hazmat</b>	<b>13</b>	<b>27</b>	<b>36</b>	<b>16</b>
<b>Tech Rescue</b>	<b>4</b>	<b>10</b>	<b>8</b>	<b>11</b>
<b>Water/Ice</b>	<b>1</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
<b>Total Calls</b>	<b>1461</b>	<b>1528</b>	<b>1467</b>	<b>786</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

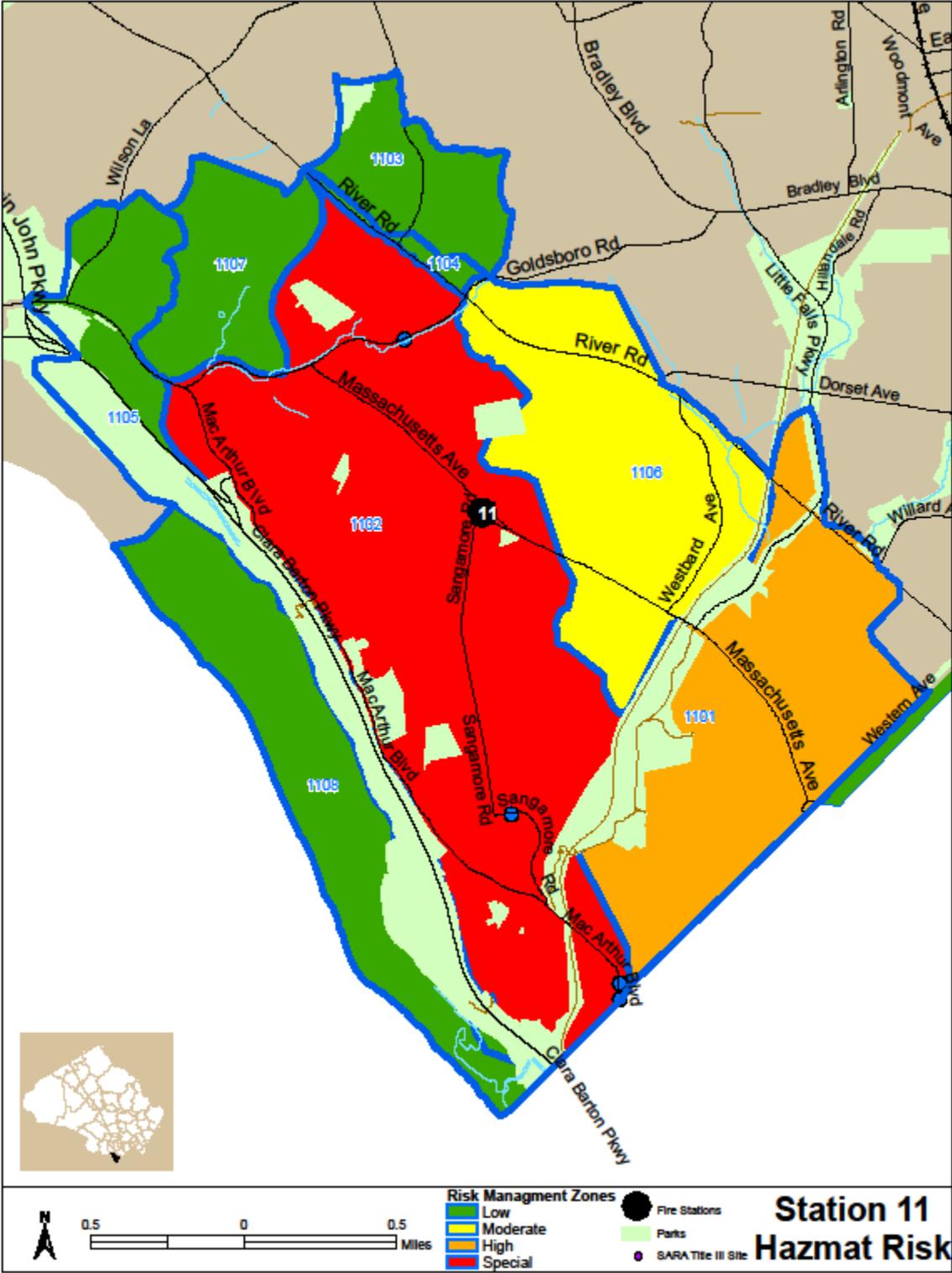
# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER



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# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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## Fire Station 12

Battalion 1

Hillandale Station

10617 New Hampshire Avenue, Silver Spring



### Description

- Ownership: Volunteer
- Employees: 10 Shift Work
- Apparatus Housed: Engine, Ambulance, Medic
- First Due Area: 6.39 mi<sup>2</sup>
- Active LOSAP Volunteers: 14
- IECS Volunteers: 17

### Overview

The Hillandale area started with Indian settlers amid agricultural lands. European settlers made Hillandale their home in the 17<sup>th</sup> century. Early settlers were deeded land and upon their death the land was given to their heirs. One parcel of land was named Hills and Dales. During the Revolutionary War, supplies were scarce and the community was encouraged to build powder and woolen mills to increase the supply of clothing and war munitions which soon led to the areas named Powder Mill and Old Gunpowder Roads. After the Civil War, the land would remain agricultural but many families would soon develop the area and become tight knit. The volunteer fire department was incorporated and granted a charter in March 1941 further binding the ties of the community.<sup>224</sup>

Station 12 sits on highway (RT650) that connects Montgomery County to Prince George's County and the District of Columbia. About a mile south of the station is Interstate 495 (Capital Beltway) accessed from RT650, and about a mile from that interchange is the entrance ramp to Interstate 95 from I-495. Station 12 is surrounded by many homes, plazas and the sprawling U.S. Food and Drug Administration campus.

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### **High Risk Areas – Including Hazards**

Interstate 495 enters Montgomery County in Fire Station 12's area in a heavily developed and populated area and provides access to Northern Virginia and Interstate 270. The Interstate 495 and Interstate 95 interchange is listed as one of the worst bottlenecks in the nation which handles more than 185,000 vehicles daily. The interchange is located in Prince George's County but borders Station 12's first due area, and the resources from Station 12 respond mutual aid to this interchange on almost a daily basis. There is a great amount of hazardous materials transported on both of these interstates.<sup>236</sup> There have been numerous incidents on I-495 in Station 12's area involving hazardous materials spills and fires, including at least one tanker fire near the bridge over the Northwest Branch.

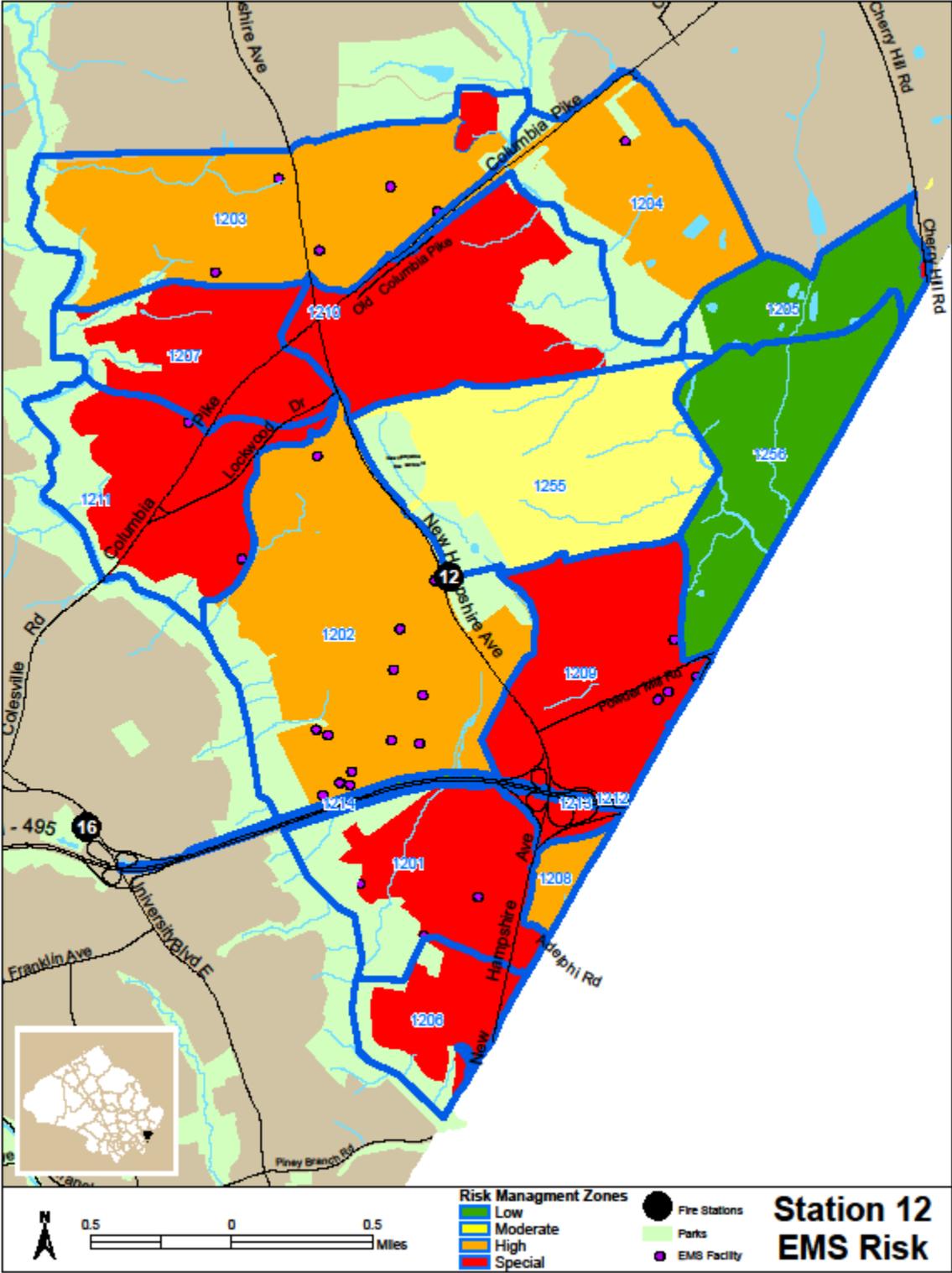
The U.S. Food and Drug Administration campus is located at 10903 New Hampshire Avenue (next to Fire Station 12). The campus has over fourteen buildings, mostly offices and some labs that are occupied by approximately 10,000 employees. The campus stores very small quantities of hazardous materials mostly in the lab building (Building 64) which is shown on a site-plan map. The U.S. Army Research Lab (ARL) located at 2800 Powder Mill Road has approximately twenty-five buildings which are currently undergoing building renovations to make it an FDA worksite. Most buildings are office space and there are no longer any major hazards there. Most of the research is conducted at the Adelphi site and is electrical and power source related.

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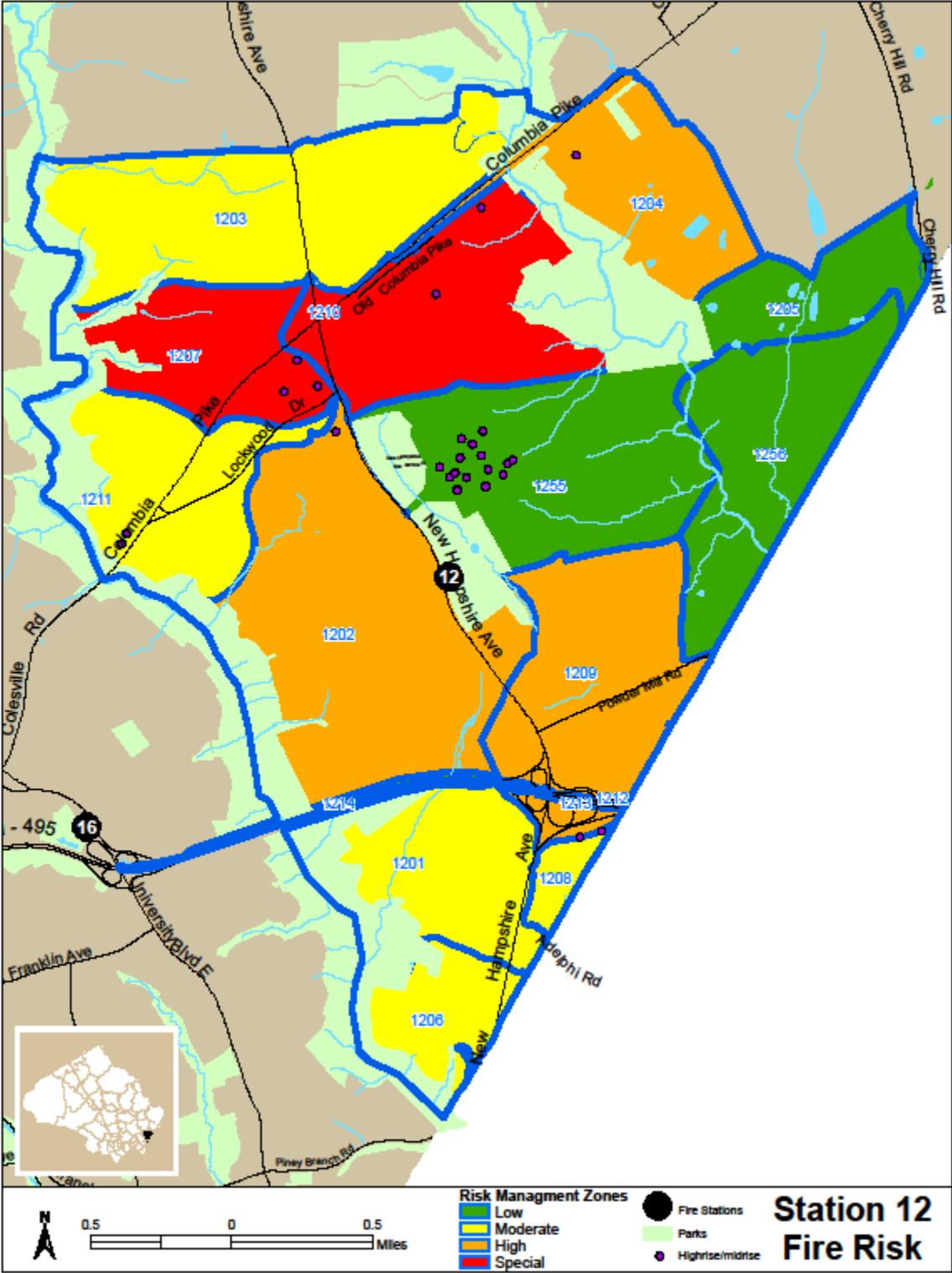
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<b>Station 12 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>461</b>	<b>470</b>	<b>414</b>	<b>214</b>
<b>ALS1</b>	<b>874</b>	<b>927</b>	<b>907</b>	<b>495</b>
<b>ALS2</b>	<b>119</b>	<b>136</b>	<b>104</b>	<b>63</b>
<b>BLS</b>	<b>1668</b>	<b>1629</b>	<b>1630</b>	<b>844</b>
<b>Explosive</b>	<b>4</b>	<b>7</b>	<b>14</b>	<b>4</b>
<b>Firefull</b>	<b>42</b>	<b>35</b>	<b>37</b>	<b>22</b>
<b>Hazmat</b>	<b>37</b>	<b>37</b>	<b>41</b>	<b>29</b>
<b>Tech Rescue</b>	<b>50</b>	<b>37</b>	<b>37</b>	<b>30</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>	<b>1</b>
<b>Total Calls</b>	<b>3450</b>	<b>3471</b>	<b>3346</b>	<b>1777</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

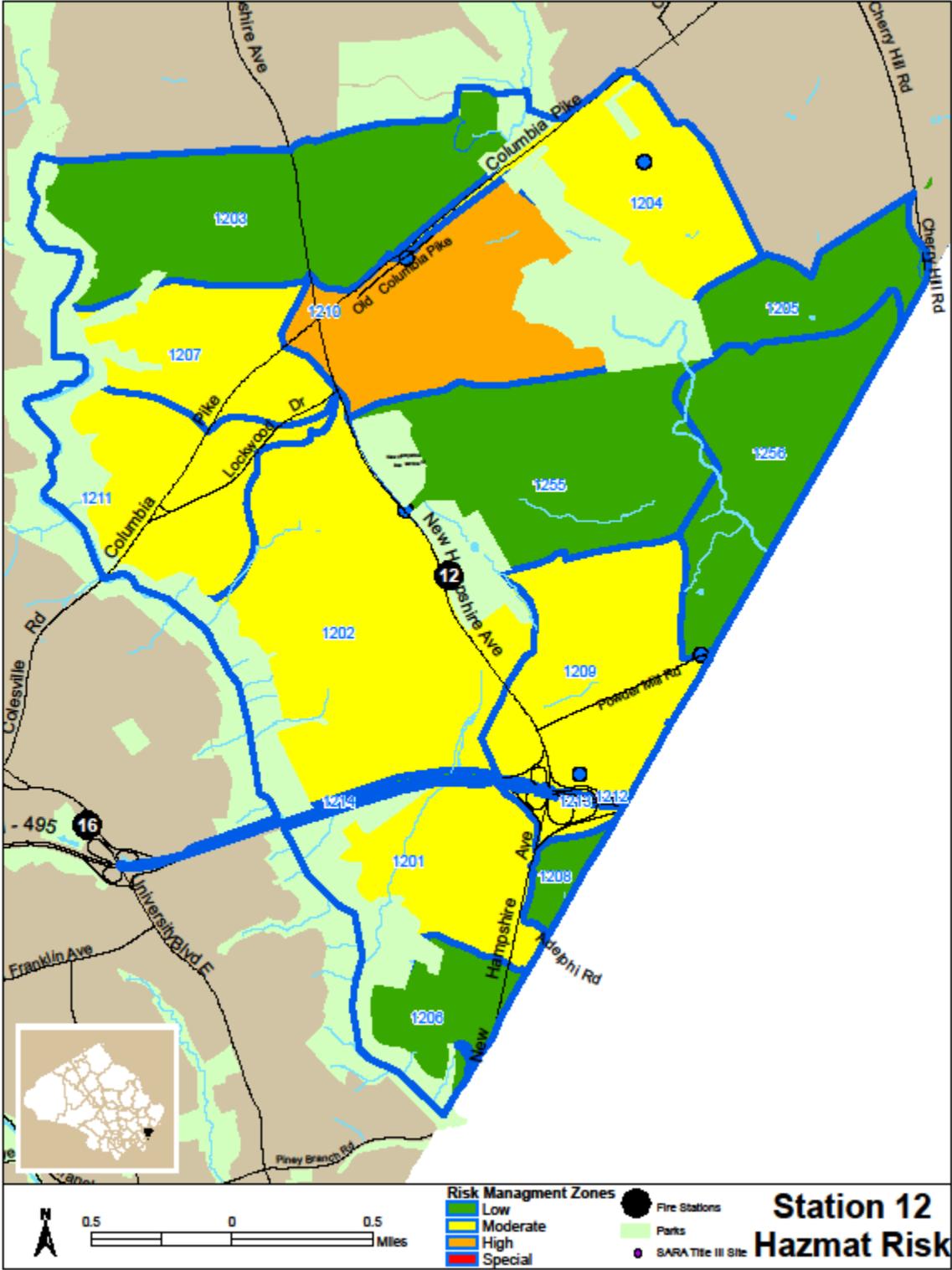
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# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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## Fire Station 13

Battalion 5

Damascus Station

26334 Ridge Road, Damascus



### Description

- Ownership: Volunteer
- Employees: 5 Shift Work
- Apparatus Housed: Engine (AFRA), Medic, Rescue Engine, All-Wheel Drive Engine, Brush Truck
- First Due Area: 33.31 mi<sup>2</sup>
- Active LOSAP Volunteers: 32
- IECS Volunteers: 20

### Overview

Damascus is located at the intersection of two major roads, Ridge Road (Rt. 27) and Damascus Road (Rt. 108). The name comes from a biblical reference, “The Pleasant Plains of Damascus” after Damascus, Syria.<sup>241</sup> In fact, just outside of Damascus sits an Orthodox Syrian church, the only one of its kind in the area. Damascus a tight-knit community, supportive of its high school teams, its 4H community, the local fire department and surrounding jurisdictions. The town is first mentioned in the census in 1816 because it received a postal route through town. Many of the early settlers in the Damascus area were descendants of prominent families who had settled earlier in Anne Arundel County and in other parts of Montgomery County. Damascus is still is an agricultural-supported area.

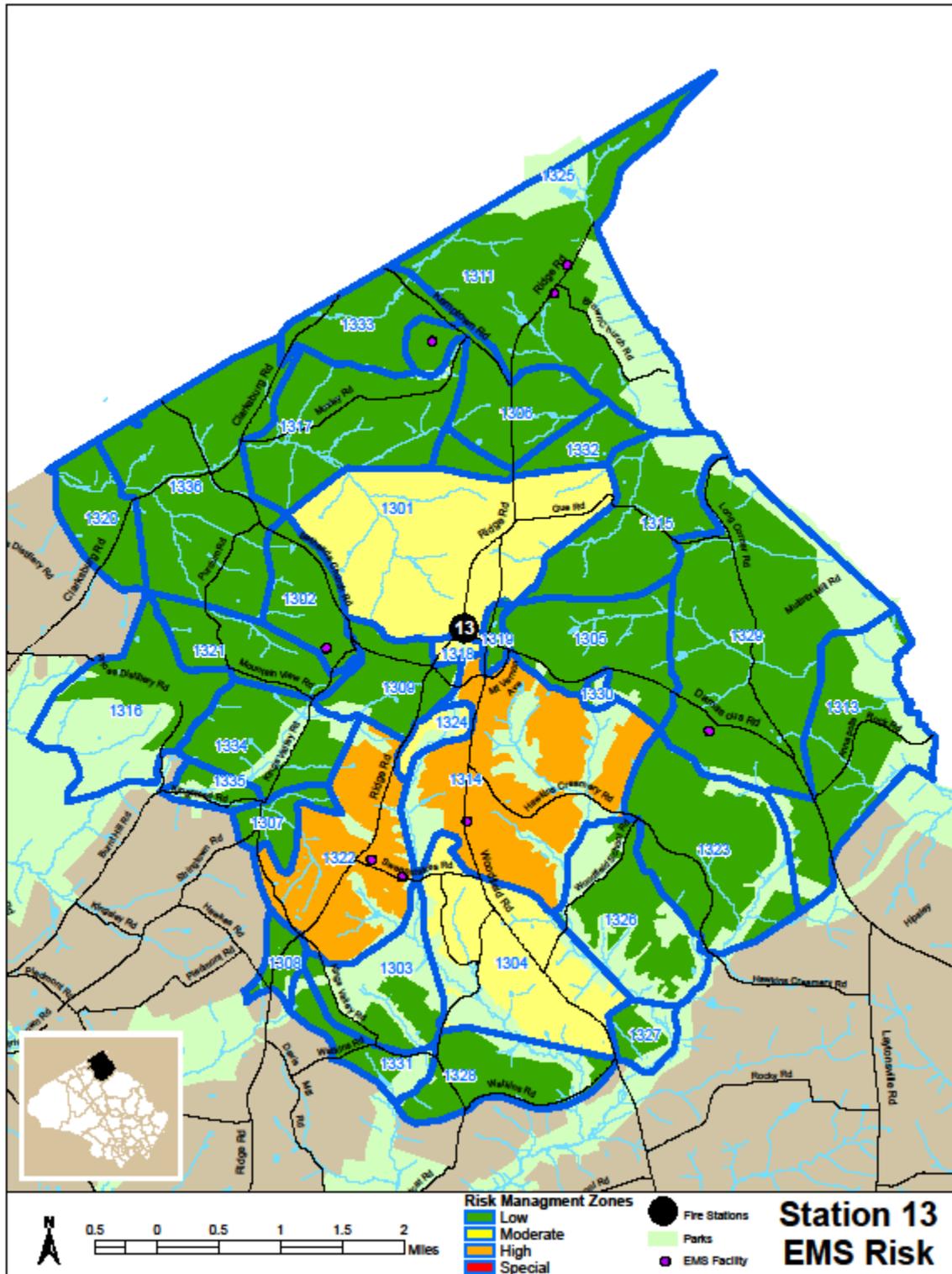
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**High Risk Areas – Including Hazards**

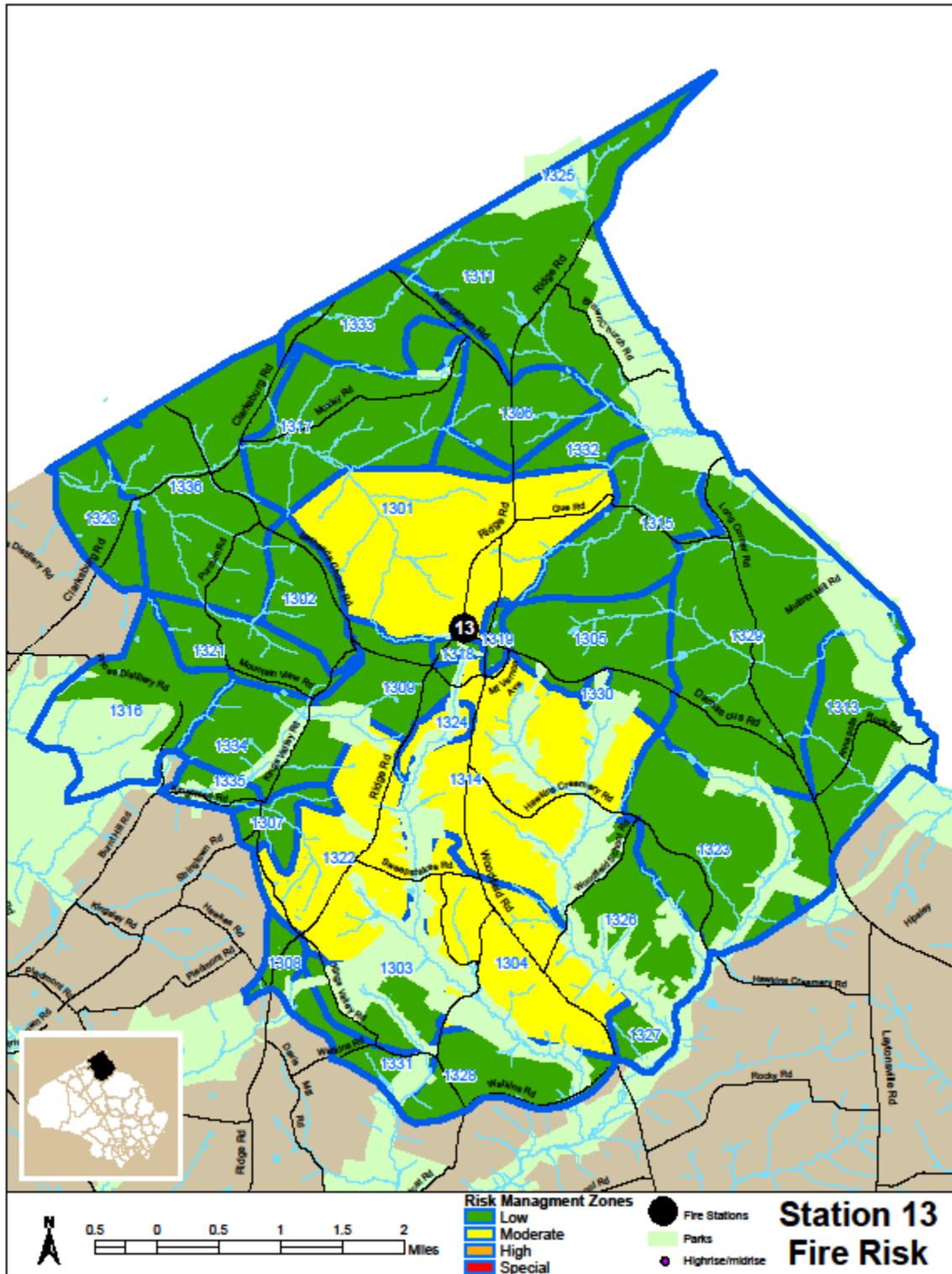
There are no METRO and/or CSX rails in Station 13’s area and no high interstate traffic and no industrial and or biological hazardous material plants or warehouses in the first due area. Due to the amount of agricultural businesses in Damascus’ area, there are agricultural hazardous materials: pesticides and fertilizers.

<b>Station 13 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>195</b>	<b>206</b>	<b>199</b>	<b>92</b>
<b>ALS1</b>	<b>405</b>	<b>443</b>	<b>406</b>	<b>243</b>
<b>ALS2</b>	<b>64</b>	<b>60</b>	<b>65</b>	<b>30</b>
<b>BLS</b>	<b>566</b>	<b>630</b>	<b>527</b>	<b>315</b>
<b>Explosive</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>2</b>
<b>Firefull</b>	<b>19</b>	<b>14</b>	<b>15</b>	<b>9</b>
<b>Hazmat</b>	<b>6</b>	<b>7</b>	<b>15</b>	<b>3</b>
<b>Tech Rescue</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>N/A</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Total Calls</b>	<b>1341</b>	<b>1432</b>	<b>1300</b>	<b>742</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

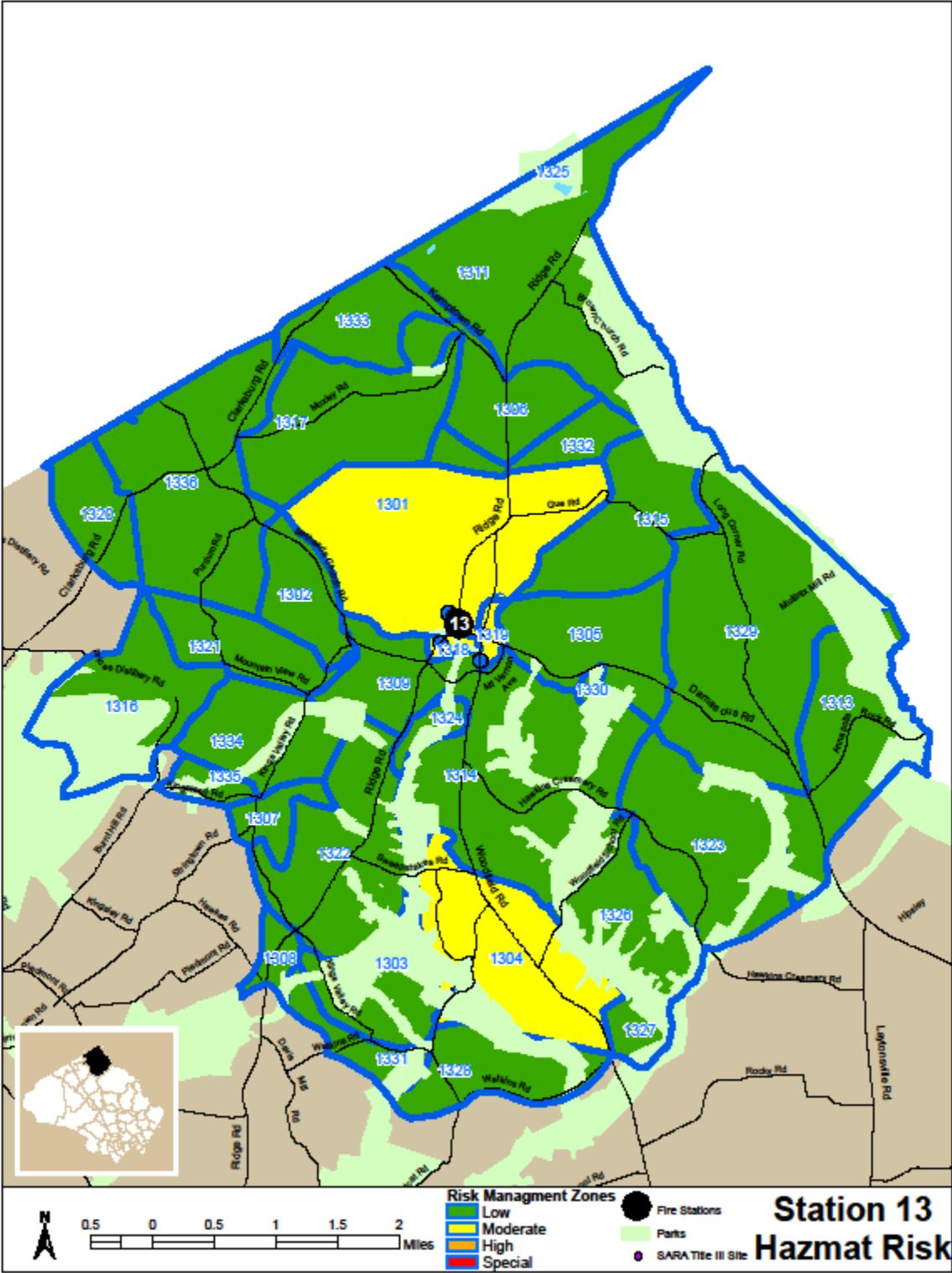
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## Fire Station 14

Battalion 5

Upper Montgomery Station

19801 Beallsville Road, Beallsville



### Description

- Ownership: Volunteer
- Employees: 6 Shift Work
- Apparatus Housed: Engine (AFRA), Rescue Engine, Medic, E714B, Tanker, 2 Brush Trucks, 2 Boats, ATV, Canteen Unit
- First Due Area: 86.68 mi<sup>2</sup>
- Active LOSAP Volunteers: 33
- IECS Volunteers: 20

### Overview

Station 14 protects two towns in Montgomery County: Beallsville, Poolesville, and a very small section of Barnesville – and approximately seventy-five square miles of farmland. Beallsville is an unincorporated community about three miles north of Poolesville. The majority of the Beallsville's history is encompassed with Poolesville history. In 1861, Beallsville had Union soldiers that camped out on the land due to its proximity to Rockville and to the Monocacy River and Noland's Ferry. In 1862, a second cavalry battle occurred.

Poolesville was originally part of Frederick County. In 1760, two brothers (John and Joseph Poole) came to the area, started buying parcels of land and began raising their families. In 1776, the Maryland General Assembly split the land that wasn't occupied into three; Poolesville became part of Montgomery County. In 1862 and 1864 there were several Confederate raids into the town, and

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the Confederate Army invaded Maryland by crossing the Potomac River six miles west of Poolesville at White's Ferry. In 1867, Poolesville became incorporated by the State of Maryland. It is thirty-three miles north of Washington D.C. and is a "distant bedroom community" close to Frederick, Rockville and Leesburg, Virginia. There is one main road through the center of Poolesville -Fisher Avenue (RT107) – plus RT109 to the north. The town sits in the middle of the 90,000 plus acre Agriculture Reserve where farming remains an active part of the entire western county.

The personnel at Station 14 cross staff the engine and rescue engine; the appropriate apparatus responds as needed per the call dispatch. The Officer In Charge makes the overall decision upon the dispatch. Engine 714B is a 4 x 4 front-mounted pump that is usually used during inclement weather and to access off-road drafting sites. Most often it is used by volunteer crews to respond to calls after the career staffing has responded with E714 or RE714. When needed, the tanker is staffed by only one driver operator.

#### **High Risk Areas – Including Hazards**

White's Ferry, the only ferry still operating on the Potomac River, is a cable ferry service operating between Dickerson, MD and Leesburg, VA. The ferry can hold up to twenty-four cars/SUVs, bicyclists, motorcycles, and pedestrians. The trip across the Potomac takes five minutes to cross and two minutes to load and unload. The ferry was purchased in 1817 and improvements were made to it several times since. Due to the improvements and its connection to the Chesapeake and Ohio Canal, the ferry provided travel to surrounding communities for the farmers to sell their crops. While it is an easy way to cross the river in the absence of many bridges, the ferry does not operate without hazards and incidents. About twenty-five years ago, the ferry partially sunk due to an oversized, fully loaded cargo truck not being properly centered on the vessel. In 2006, the ferry was closed down by the U.S. Coast Guard for several days because the operator was found to be unlicensed. In 2008, passengers were evacuated from the ferry when it became stuck by large floating debris during a routine crossing. In 2009, thirty passengers were stranded on the ferry for approximately three hours when it was snagged by a floating tree. In 2010, nine vehicles and fourteen passengers were stranded on the ferry when it became hung up on floating debris. As rescuers evacuated the passengers and workers removed the debris, more debris came down the river and snapped the ferry's cable. The ferry came to rest

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approximately one hundred fifty yards downstream with no injuries occurring.

There are several businesses in Station 14's area that work with and store radiological, chemical, biological and/or agricultural hazards: Neutron Products; Mirrant Power Generation Plant, Montgomery County Incinerator; Jamison's Agricultural; and National Institutes of Health Animal Farm/Labs. The County's standards of operations are utilized in dealing with any fire emergencies. Water supply concerns are addressed on the preplans (location of hydrant, cistern, any other sources noted). Recon tours of the facilities by Station 14 personnel have been done in the past, but there is no on-going preparedness, drills, or discussions between the personnel at Station 14 and facility personnel.

The Homestead Farm, near Poolesville, has sizeable quantities of agricultural chemicals stored for use on the farm. There are a high number of visitors at the pick-your-own farm and there is considerable risk for injuries, bee stings, heat illnesses, etc. In addition, the property and surrounding area have no hydrants to protect the Homestead market, barns, storage buildings, and farm house; although there are two on-site ponds that might serve as drafting sources.

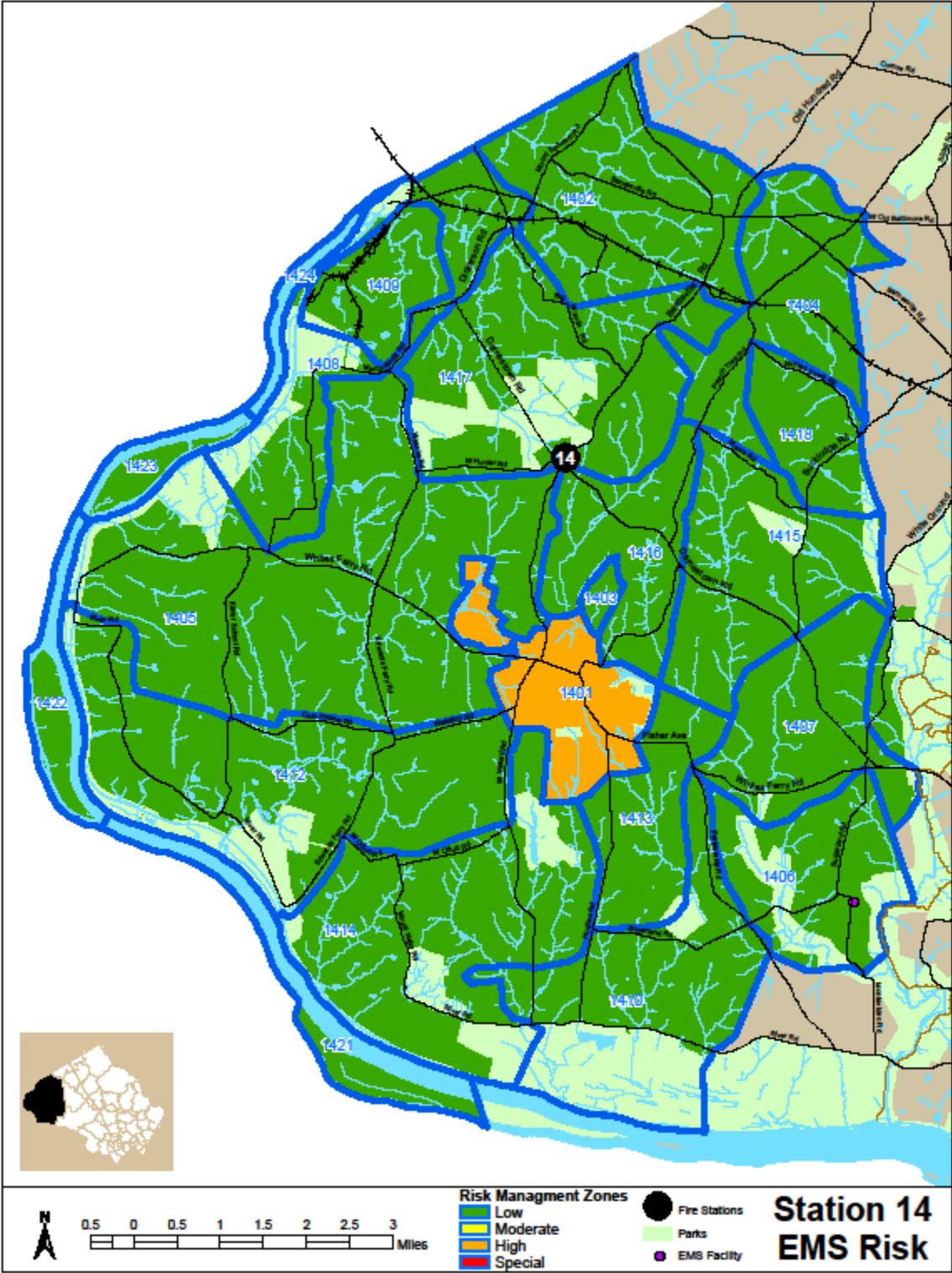
There are CSX tracks passing through the Barnesville and Dickerson areas<sup>273</sup> in western Montgomery County and two train stations. Both CSX freight trains and MARC passenger trains use these tracks. The Chesapeake and Ohio Canal (C & O), built in 1824, runs from Georgetown, D.C. to Cumberland passing through Station 14's first due area. The canal was the main route of transportation into the 1900s for farmers to sell/receive their coal, grain and seed. Currently the C & O Canal towpath serves as a public trail for horseback riders, hikers and bikers. There is limited access to the deteriorating canal towpath in most areas necessitating the use of ATV714 for emergency incidents.

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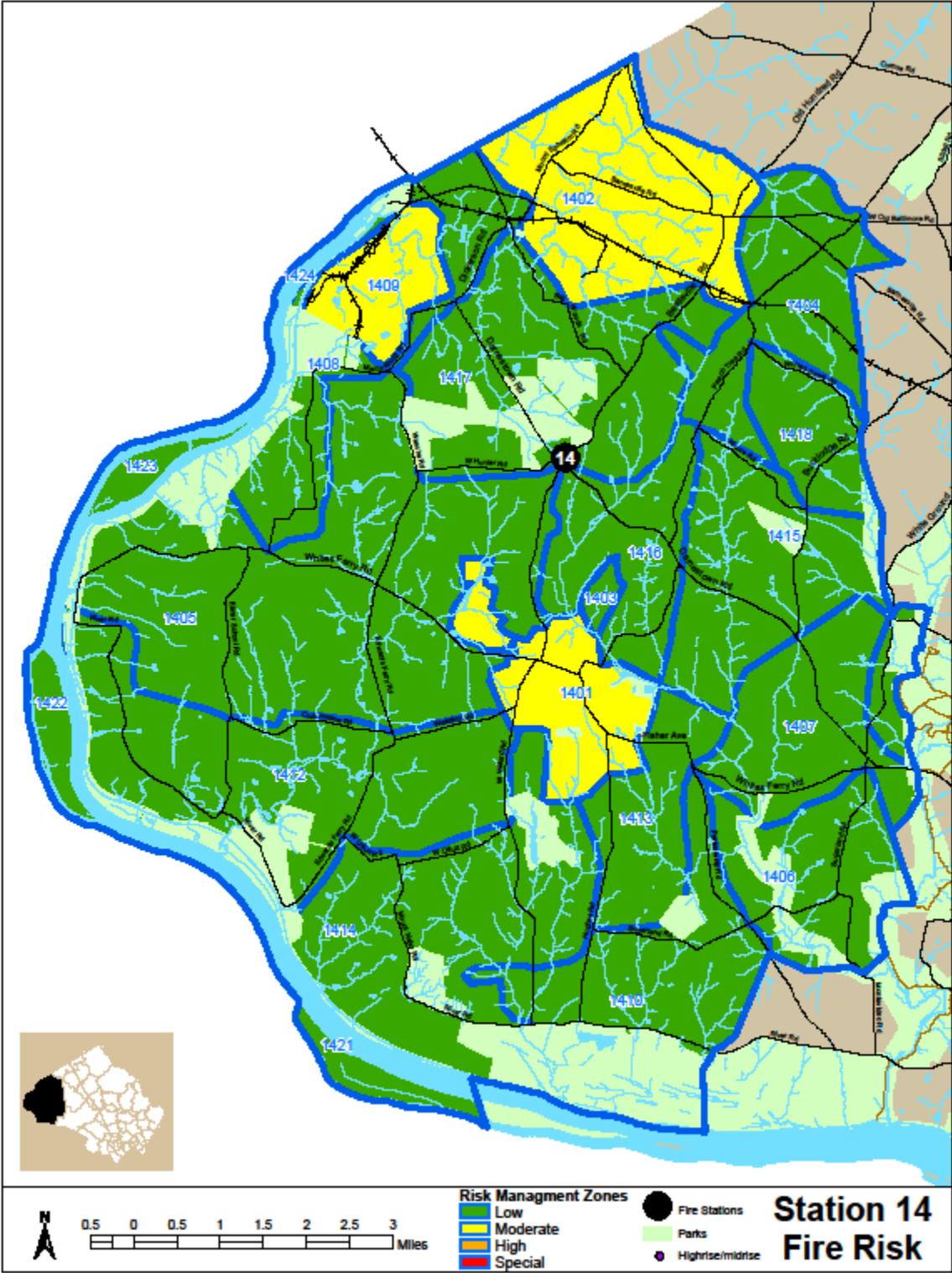
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<b>Station 14 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>113</b>	<b>132</b>	<b>121</b>	<b>69</b>
<b>ALS1</b>	<b>212</b>	<b>189</b>	<b>216</b>	<b>111</b>
<b>ALS2</b>	<b>25</b>	<b>23</b>	<b>24</b>	<b>12</b>
<b>BLS</b>	<b>261</b>	<b>267</b>	<b>324</b>	<b>144</b>
<b>Explosive</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>N/A</b>
<b>Firefull</b>	<b>7</b>	<b>15</b>	<b>16</b>	<b>3</b>
<b>Hazmat</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>9</b>
<b>Tech Rescue</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>N/A</b>
<b>Water/Ice</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>
<b>Total Calls</b>	<b>661</b>	<b>664</b>	<b>744</b>	<b>368</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

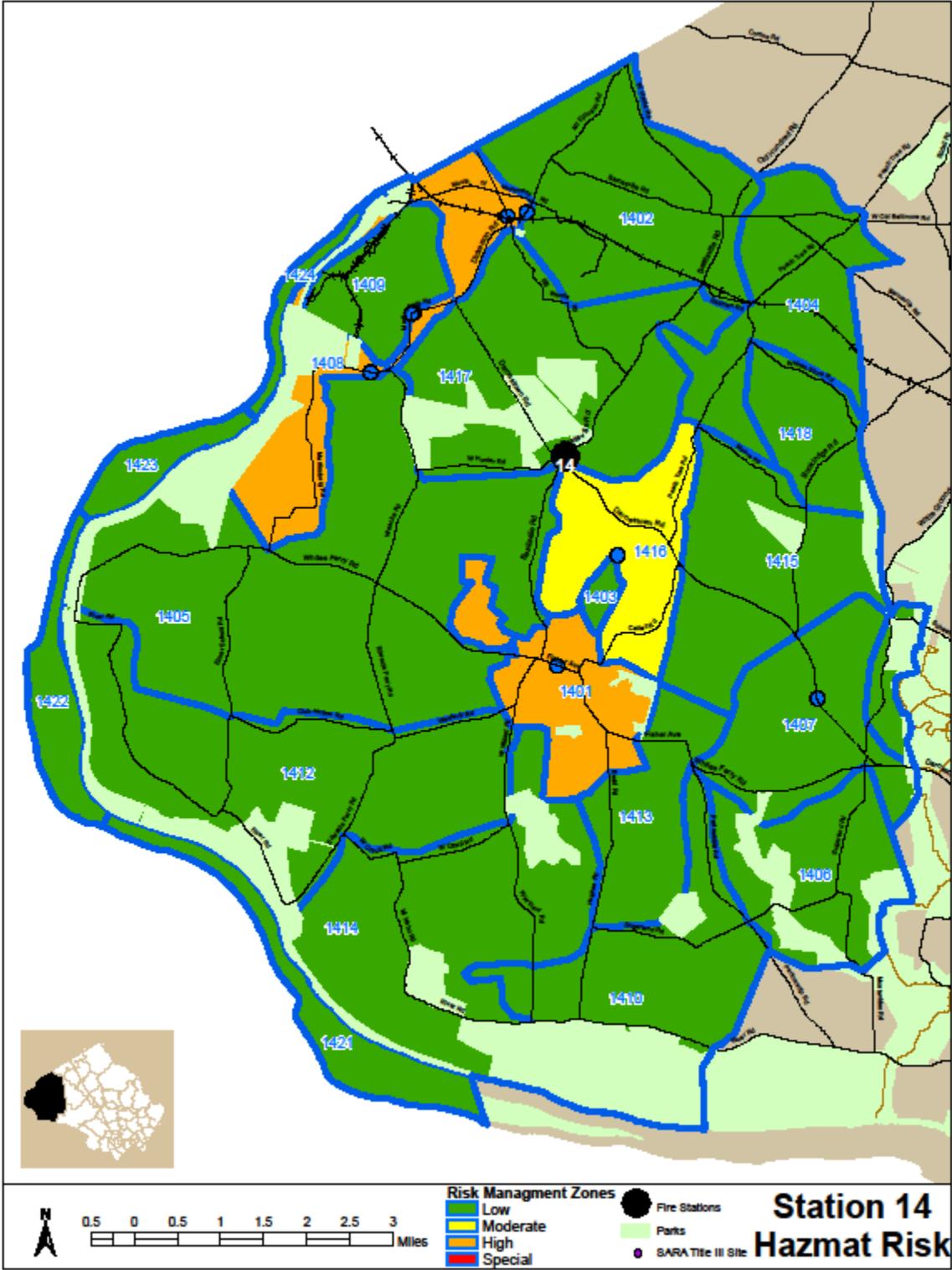
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# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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## Fire Station 15

Battalion 1

Burtonsville Station

13900 Old Columbia Pike, Burtonsville



### Description

- Ownership: County
- Employees: 6 Shift Work
- Apparatus Housed: Engine, Truck, Rescue Squad, Medic Unit, Ambulance (when the volunteers can staff it)
- First Due Area: 18.80 mi<sup>2</sup>
- Active LOSAP Volunteers: 86
- IECS Volunteers: 101

### Overview

Burtonsville takes its name from Isaac Burton, the first postmaster in the area, who purchased all his siblings' land and became the major landowner in 1825. Burtonsville is unincorporated but is a census-designated area of Montgomery County. The fire department itself was organized in 1947 with eighteen people pledging money to get the Department started.

Station 15 sits next to a few major highways to one side (e.g. U.S. Route 29) and homes with acreage on the other. Burtonsville borders Prince George's and Howard Counties into which Burtonsville's resources find themselves running calls on a daily basis.

### High Risk Areas – Including Hazards

U.S. RT29 runs north and south through Station 15's first due area. The roadway is a major travel route for both morning and evening rush hours. The ICC is completed and provides access east and west from I-95 in P.G. County to Georgia Avenue and beyond to I-270 in Montgomery County. There is a densely populated, low-income area adjacent to the Briggs

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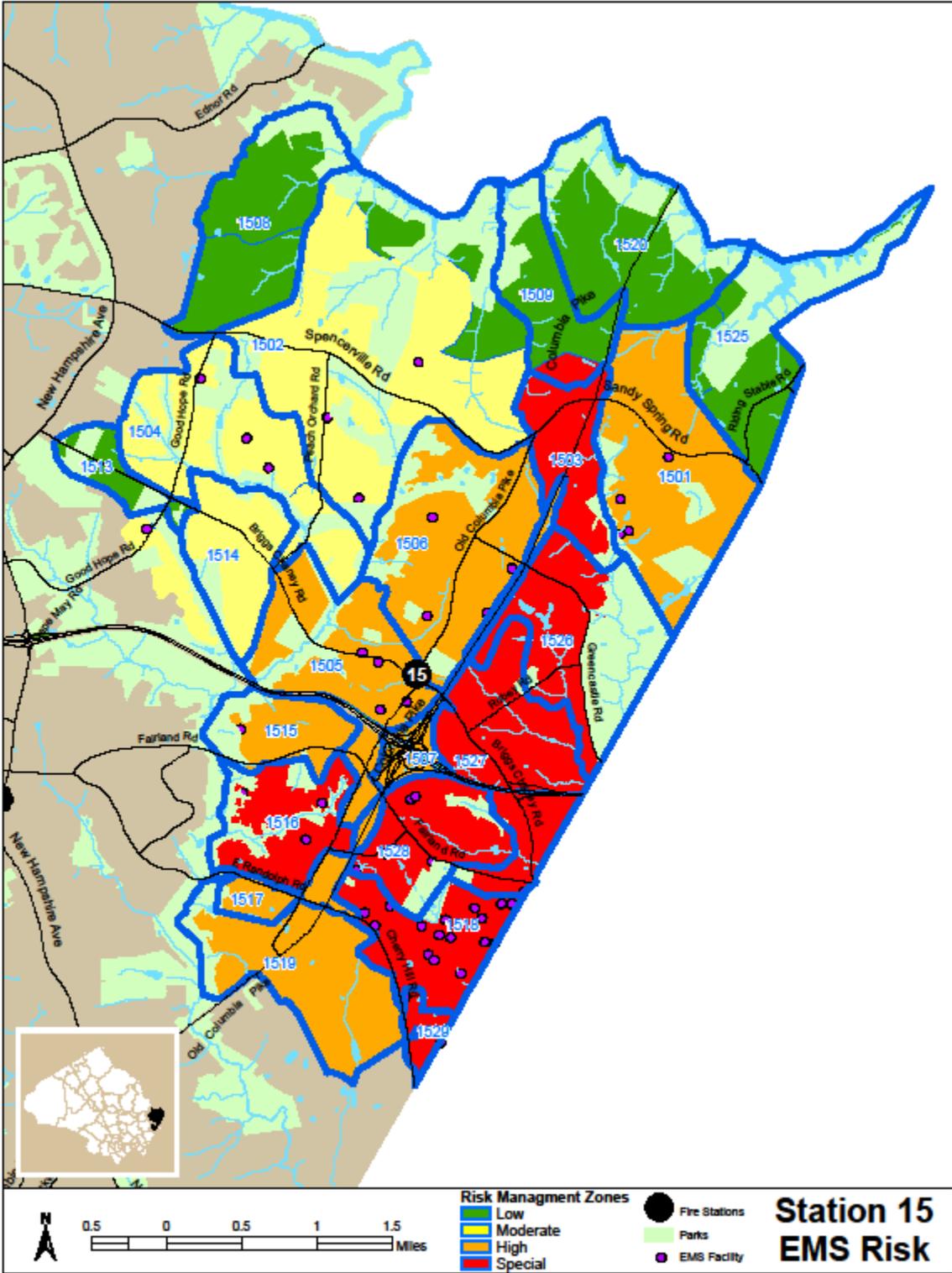
Chaney Shopping Center (mentioned above) that taxes the fire/rescue, EMS system with shootings, stabbings, fire, etc. Station 15’s area has lumber and hardware open-warehouse-style stores, as well as light industrial and manufacturing buildings. There is also several landscape business warehouses housing hazardous materials related to their industry.

Rocky Gorge Reservoir is part of the WSSC reservoir system and is patrolled by WSSC police. There are public areas for picnics, shore fishing and walking trails. The walking trails can be assessed from several locations including Oak Hill Road, Batson Road, and Kruhm road in Station 15’s area; however, visitors must have a WSSC permit to be on the property.

There is no METRO rail or railroads through Station 15’s area.

<b>Station 15 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>544</b>	<b>487</b>	<b>545</b>	<b>267</b>
<b>ALS1</b>	<b>1300</b>	<b>1277</b>	<b>1330</b>	<b>692</b>
<b>ALS2</b>	<b>142</b>	<b>128</b>	<b>144</b>	<b>91</b>
<b>BLS</b>	<b>1918</b>	<b>1891</b>	<b>1979</b>	<b>933</b>
<b>Explosive</b>	<b>7</b>	<b>6</b>	<b>22</b>	<b>3</b>
<b>Firefull</b>	<b>48</b>	<b>53</b>	<b>61</b>	<b>22</b>
<b>Hazmat</b>	<b>41</b>	<b>35</b>	<b>39</b>	<b>23</b>
<b>Tech Rescue</b>	<b>4</b>	<b>10</b>	<b>13</b>	<b>5</b>
<b>Water/Ice</b>	<b>2</b>	<b>N/A</b>	<b>1</b>	<b>N/A</b>
<b>Total Calls</b>	<b>4198</b>	<b>4072</b>	<b>4341</b>	<b>2113</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

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## Fire Station 16

Battalion 1

Silver Spring Station

111 University Boulevard East, Silver Spring



### Description

- Ownership: Volunteer
- Employees: 9 Shift Work
- Apparatus Housed: Engine (AFRA), Truck, Ambulance
- First Due Area: 4.26 mi<sup>2</sup>
- Volunteers: totaled in with the sister company Fire Station 1

### Overview

Silver Spring Station 16 is a sister-station to Silver Spring Station 1. Station 16 is very diverse in its location as it is home to an old, urban Silver Spring with beautiful homes to one side, a huge high school (Blair H.S.) to another side and Interstate-495 on the other to complete its compliment. “Four Corners” is less than one mile away – an area of confusing traffic patterns, shopping and small restaurants/delicatessens. The majority of these businesses have been around for more than thirty years. Station 16’s area only has six residential high-rise buildings, no commercial high-rises, eight mid-rises and 140 garden apartments; and, for the most part, Station 16 resources are in an ideal location to respond to incidents on the interstate.

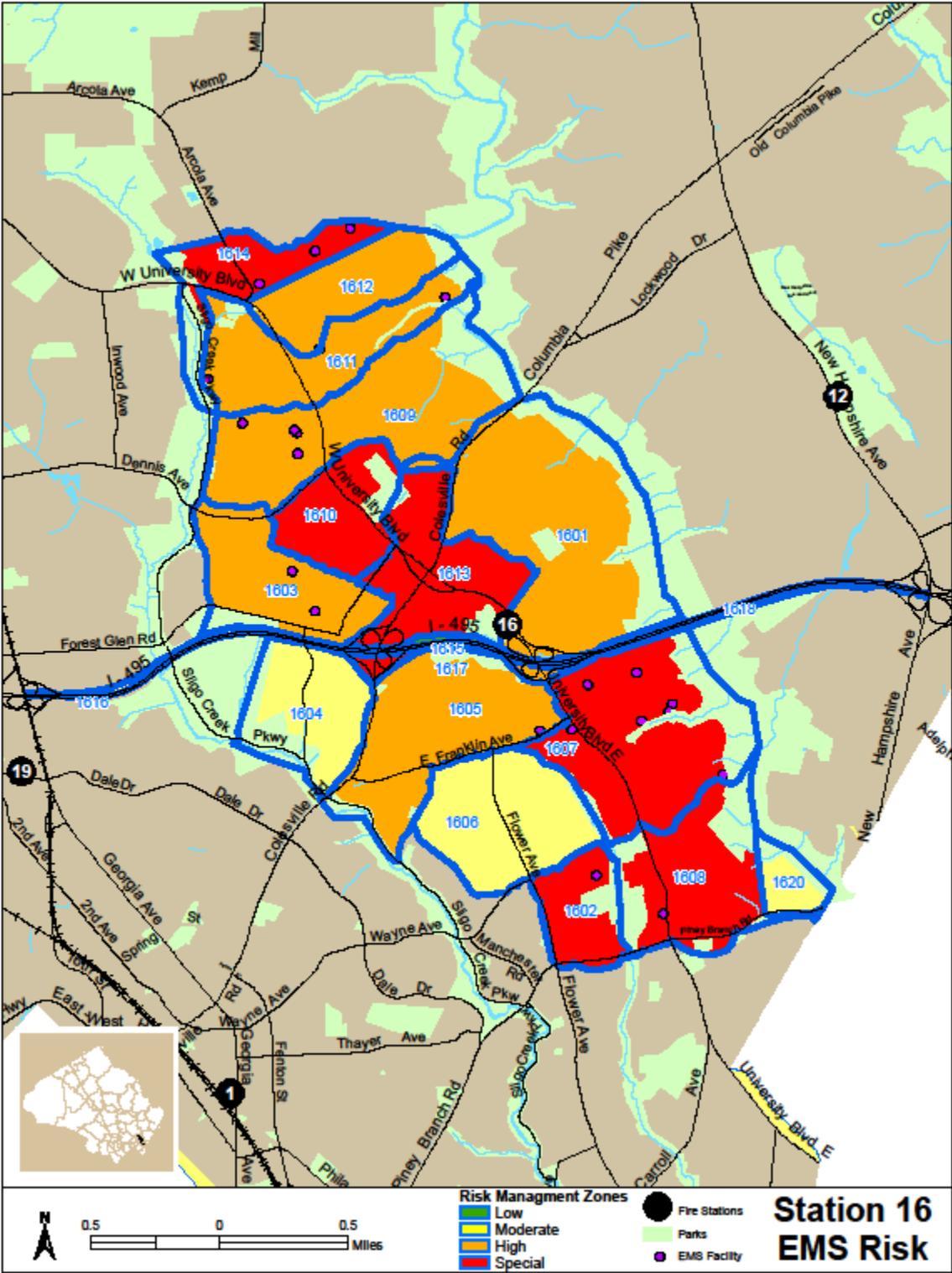
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**High Risk Areas – Including Hazards**

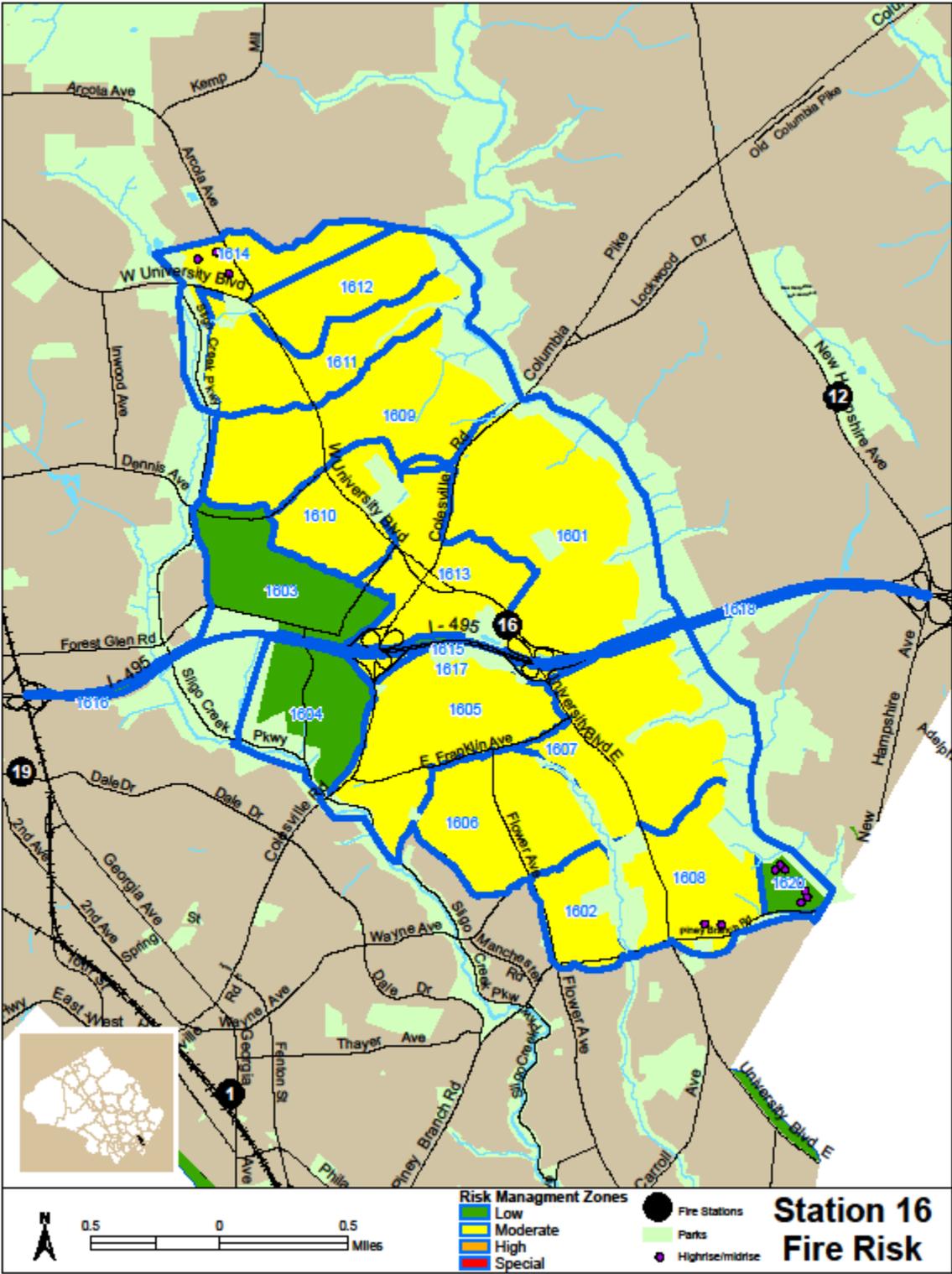
The primary hazards Silver Spring Station 16 must contend with are the many chemical and biological hazards that are transported by freight trucks on Interstate 495 on a regular basis. When an incident occurs, Interstate 495 is shut down which reeks havoc on traffic for several hours; a significant, systematic approach must be made to clear the incident without causing harm to others.

<b>Station 16 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>372</b>	<b>458</b>	<b>371</b>	<b>221</b>
<b>ALS1</b>	<b>675</b>	<b>679</b>	<b>679</b>	<b>351</b>
<b>ALS2</b>	<b>113</b>	<b>90</b>	<b>80</b>	<b>49</b>
<b>BLS</b>	<b>1380</b>	<b>1377</b>	<b>1533</b>	<b>748</b>
<b>Explosive</b>	<b>7</b>	<b>7</b>	<b>10</b>	<b>2</b>
<b>Firefull</b>	<b>28</b>	<b>26</b>	<b>36</b>	<b>26</b>
<b>Hazmat</b>	<b>14</b>	<b>33</b>	<b>52</b>	<b>15</b>
<b>Tech Rescue</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>8</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>1</b>	<b>N/A</b>	<b>1</b>
<b>Total Calls</b>	<b>2762</b>	<b>2852</b>	<b>2941</b>	<b>1488</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER



# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER





# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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## Fire Station 17

Battalion 5

Laytonsville Station

21400 Laytonsville Road, Laytonsville



### Description

- Ownership: Volunteer
- Employees: 9 total  
(6 Shift Work; 3 Day Work)
- Apparatus Housed: Engine (AFRA), Squad, Ambulance, Tanker, Brush Truck Extra Apparatus: Engine 717B (4WD), Engine/Tanker, Utility, Canteen
- First Due Area: 41.43 mi<sup>2</sup>
- Active LOSAP Volunteers: 50
- IECS Volunteers: 43

### Overview

Laytonsville, a quiet, quaint town, sits between Damascus and Olney and northeast of Gaithersburg. Laytonsville was originally known as “Cracklintown” for the bread that was made locally. About one quarter mile north of the fire house is the first major road through Laytonsville, Brink-Sundown Road, which was built in the early 1800s. Soon after Brink-Sundown Road was built, Route 108 was added which provided a major artery for farmers to take their cattle and pigs to sell. Laytonsville was a successful area due to farming in the area; the quality of the soil was fertile and well-drained mainly due to the red clay underneath. Laytonsville was incorporated in 1892. The town itself remains small, consisting primarily of old single-family homes, a few small businesses, two churches, a small shopping center, gas station, an elementary school, Stadler’s Nursery, and the fire station. The town lacks municipal water and sewer system, however, a WSSC water line will be extended to town along RT108 within the next five years, so the town will eventually have hydrants.

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### **High Risk Areas – Including Hazards**

Davis Airport, near the intersection of Hawkins Creamery Road and RT108, is a privately-owned, public-use airport. It sits on 40.7 acres and has a runway that is 2005' x 25'. There is approved underground electricity in place for the surrounding buildings and runway lighting. The airport has a grass (which the new owners have surveyed the land for an asphalt landing strip soon to be laid) landing strip, no control tower, and no hangars. Only small passenger planes use this airport and store them on the outside premises. There is housing immediately west of the airport on Pocahontas Drive.

Also in Laytonsville Station 17's first-due area is a former U.S. Army Nike Site which is a fifteen-acre former missile launch site on Riggs Road plus a nine-acre former control area on nearby Zion Road. The Riggs Road site is now operated by the Federal Emergency Management Association and the Zion Road sites is operated by CSAAC (see above). Project Nike was a U.S. Army project initiated in May 1945 by Bell Laboratories, to develop a line-of-sight anti-aircraft missile system. From 1953 until 1962, the property was used by the Army as part of a defense system designed to defend against foreign bomber and missile penetrations. It was deactivated in 1962. In 1985, 1995 and subsequent years, confirmation studies have been conducted in and around the launch area to check for radiological contamination. Depending on which report is read, several samples concluded there was some contamination in groundwater and standing water.

The Leachate plant at the former landfill, located on RT108 near Riggs Road, has chemicals for water treatment. The glass blowing facility on Hawkins Creamery Road has significant amounts of propane for use in its on-site kilns. Most of the former landfill has been converted to a nature area (i.e. Blue Marsh Nature Area) that includes multi-use trails open to the public. Other than these two facilities at the former landfill, there are no industrial, chemical, and/or biological hazardous material plants and/or warehouses in the first due area. Three golf courses in Station 17's area; however, store moderate quantities of fertilizers and pesticides for use on the grounds. In addition, Stadler's Nursery stores and sells lawn/garden fertilizers and pesticides.

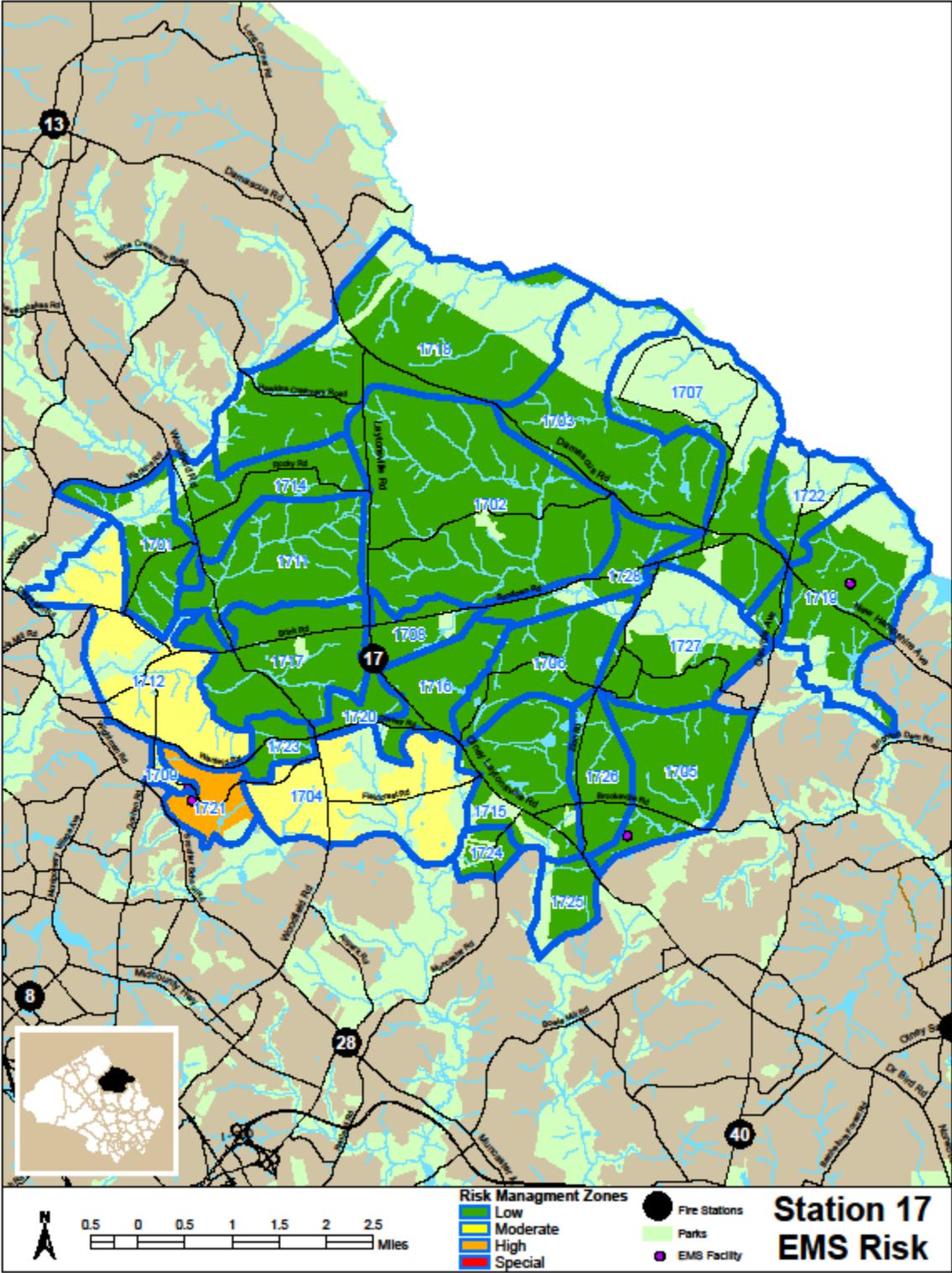
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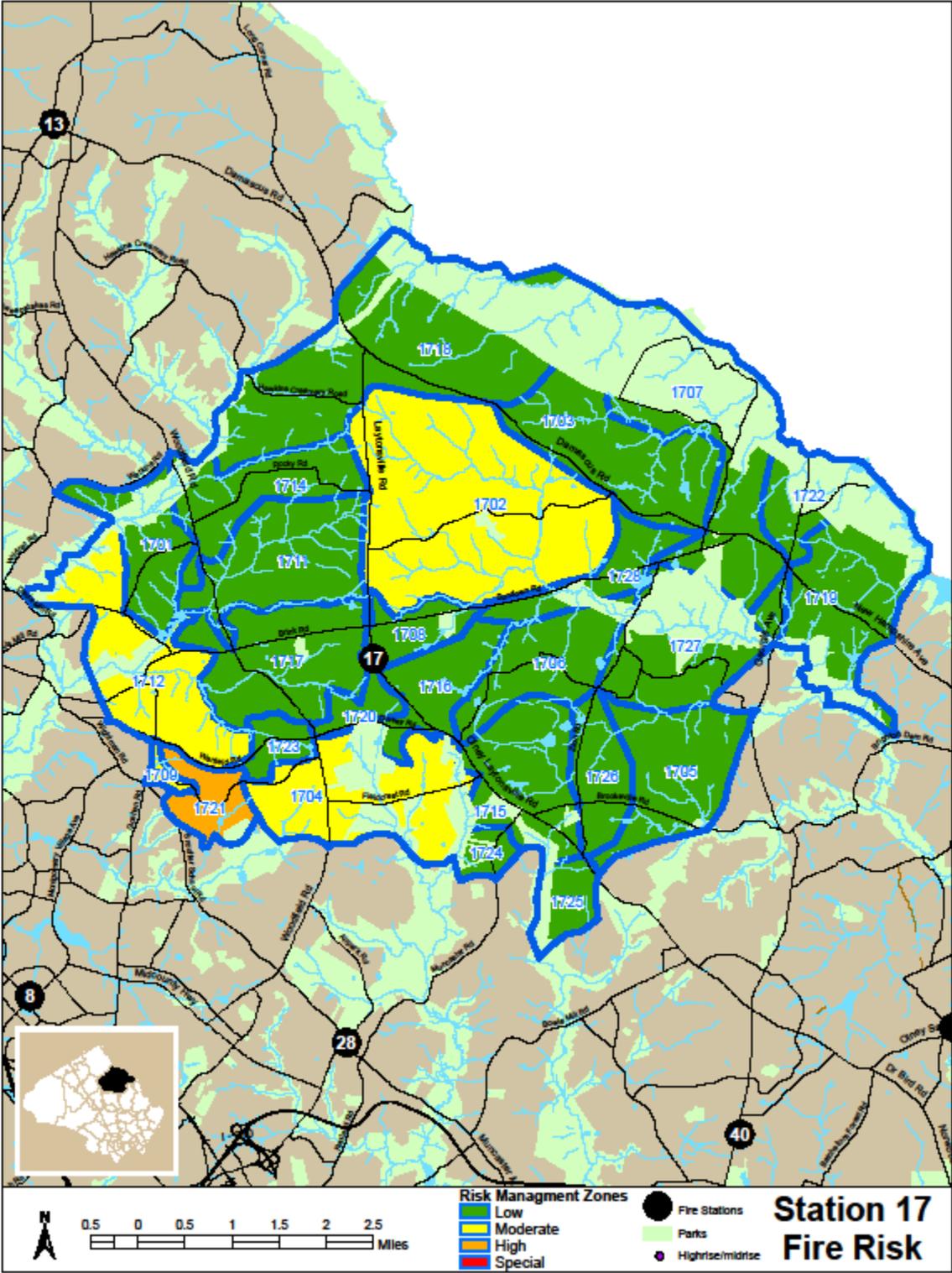
There is no high interstate highway, METRO rail or railroad line in Station 17's first due area.

<b>Station 17 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>193</b>	<b>184</b>	<b>189</b>	<b>114</b>
<b>ALS1</b>	<b>282</b>	<b>281</b>	<b>322</b>	<b>160</b>
<b>ALS2</b>	<b>36</b>	<b>30</b>	<b>36</b>	<b>22</b>
<b>BLS</b>	<b>401</b>	<b>425</b>	<b>397</b>	<b>225</b>
<b>Explosive</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>2</b>
<b>Firefull</b>	<b>12</b>	<b>16</b>	<b>12</b>	<b>7</b>
<b>Hazmat</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>4</b>
<b>Aviation</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>1</b>
<b>Water/Ice</b>	<b>1</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>
<b>Total Calls</b>	<b>994</b>	<b>1012</b>	<b>1022</b>	<b>564</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				

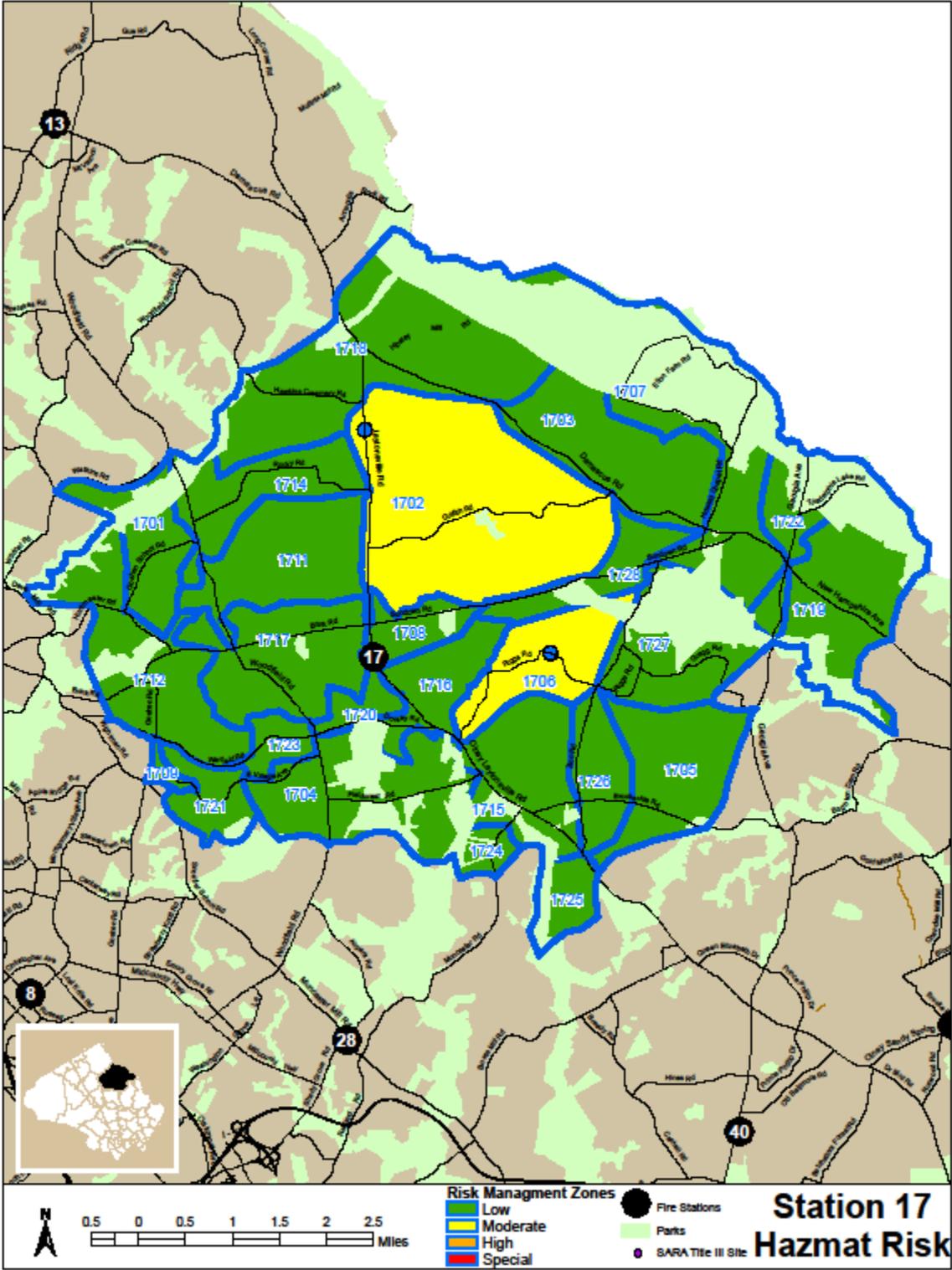
# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER



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# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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## Fire Station 18

Battalion 4

Kensington Station

12251 Georgia Avenue, Wheaton



### Description

- Ownership: Volunteer
- Employees: 7 Shift Work
- Apparatus Housed: Engine (AFRA), Truck
- First Due Area: 8.73 mi<sup>2</sup>
- Volunteers: totaled in with the sister company Fire Station 5

### Overview

Station 18 sits on the corner of a very large intersection; heavily traveled, six lanes going in every direction. Station 18 is an older station that hasn't changed, built in 1953, carries with it a weathered look from years of use and resembles a single-family house. The fire house will soon be relocated to a different location within the next three to four years to accommodate a new traffic pattern for the intersection. The firehouse is flanked by garden apartments, a police station, METRO, World War II era bungalows and a small shopping plaza. It is rare that Station 18 has a quiet night.

### High Risk Areas – Including Hazards

METRO services many professionals, visitors, and students. Station 18 has two underground METRO rails (Wheaton and Glenmont) and a METRO rail yard within the first due area. The Glenmont maintenance yard is the "B" side ending of the red line in Montgomery

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County. The METRO rail itself parallels under Georgia Avenue from Glenmont down through the District of Columbia. In addition to the METRO stations there are several water supply, fan, and vent shafts along the METRO rail line. In November 2010, the Glenmont METRO Station, located in Station 18's area, had 5,660 pedestrians entering the station and 5,399 pedestrians exiting the station during the weekdays alone. For weekends during November 2010, 4,267 pedestrians entered the METRO at Glenmont and 4,171 exited. In November 2010, the Wheaton METRO Station had 4,239 pedestrians entering the station and 4,154 pedestrians exiting during the weekdays alone. For weekends during November 2010, 4,159 pedestrians entered the METRO at Wheaton and 4,093 exited.

There are no interstate roads in Station 18's first due area but there are several State roads that have a high volume of traffic. Some of these roads include Georgia Avenue (RT97) which goes from Howard County to Washington D.C.; Randolph Road (a County road) which connects Prince George's County to Rockville; Veirs Mill Road (RT586) that connects Rockville to Wheaton and University Boulevard (RT193) which connects Kensington to Prince George's County. There are no industrial, chemical, biological hazmat plants or warehouses in the first due area.

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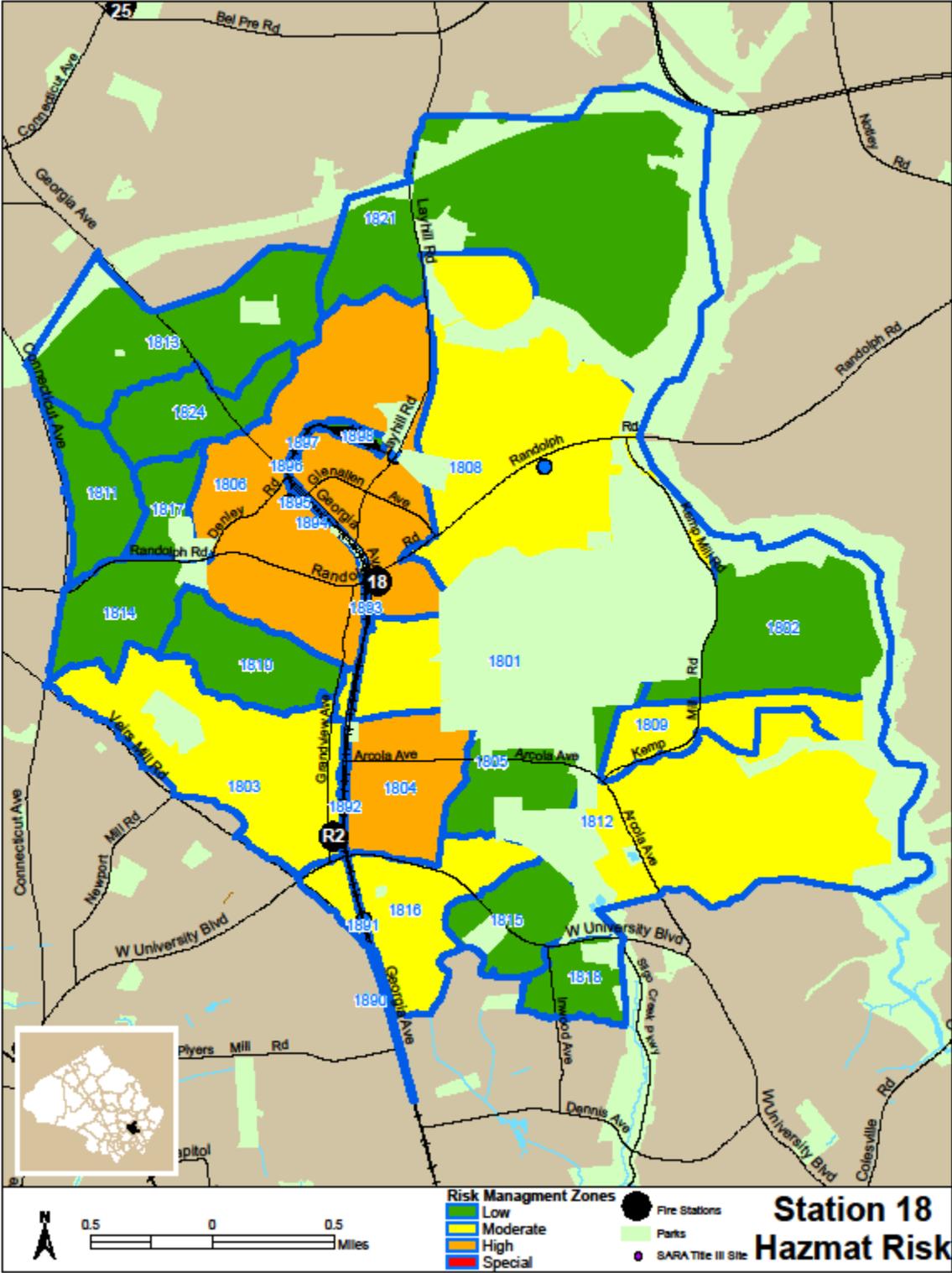
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<b>Station 18 - # of Incidents by Call Type</b>				
<b>Fiscal year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>361</b>	<b>423</b>	<b>325</b>	<b>175</b>
<b>ALS1</b>	<b>709</b>	<b>757</b>	<b>787</b>	<b>365</b>
<b>ALS2</b>	<b>107</b>	<b>114</b>	<b>108</b>	<b>64</b>
<b>BLS</b>	<b>1213</b>	<b>1205</b>	<b>1280</b>	<b>624</b>
<b>Explosive</b>	<b>4</b>	<b>9</b>	<b>8</b>	<b>2</b>
<b>Firefull</b>	<b>25</b>	<b>35</b>	<b>32</b>	<b>14</b>
<b>Hazmat</b>	<b>22</b>	<b>24</b>	<b>35</b>	<b>21</b>
<b>Tech Rescue</b>	<b>11</b>	<b>9</b>	<b>37</b>	<b>36</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Total Calls</b>	<b>2586</b>	<b>2696</b>	<b>2742</b>	<b>1356</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				





# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER



# MCFRS COMMUNITY RISK ANALYSIS AND STANDARDS OF COVER

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## Fire Station 19

Battalion 1

Silver Spring Station

1945 Seminary Road, Silver Spring



### Description

- Ownership: County
- Employees: 7 Shift Work
- Apparatus Housed: Engine, Truck, Ambulance (staffed by volunteers sporadically), SU719 (no dedicated staff)
- First Due Area: 3.79 mi<sup>2</sup>
- Volunteers: totaled with the sister company Fire Station 1

### Overview

Silver Spring Station 19 is a sister-station to Silver Spring Station 1. Station 19 is tucked between a major six-lane highway (Georgia Avenue MD97), a small shopping center, a vast neighborhood of old homes, and near Walter Reed Army Medical Annex. Station 19's area has the urban feel but is still filled with quaint, large, old homes; some have been remodeled inside but they have the same 'old home feeling' with the same fire hazards of old homes: concealed spaces and poke-through holes; exterior slate roofing, small crevices and openings. Remarkably, looking at the many homes in Station 19's first due area, most people would never know Station 19's outlying area is filled with warehouses and other commercial occupancies packed with chemical/biological hazards as well as apartment high-rises, a plethora of mid-rises with tight streets, three miles of the Capital Beltway (Interstate 495 – both inner and outer loops) and the hustle and bustle of downtown Silver Spring less than two miles away.

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### **High Risk Areas – Including Hazards**

On the outskirts of the Forest Glen Annex are many warehouse-type facilities housing many different businesses, from cake decorating, to automotive body work/repair, to dry cleaning. Many different hazards are prominent in this area. There are two 24-hour staffed nursing homes and one hospital (Holy Cross) in Silver Spring Station 19's first due area. The employees at Station 19 have run a number of calls to Holy Cross, mostly alarm bells, odors and helicopter stand-bys. The unfortunate aspect of running fire calls to Holy Cross is the location of the hydrant on side alpha and the receiving-circle for patient drop off/pick up. Traffic in the circle proves to be difficult for the engine driver and tower driver to maneuver their units into an advantageous tactical position.

Fire Station 19 resources also respond to the Forest Glen METRO Station. The majority of the tracks are below grade with a small section above ground. The actual station is twenty stories below grade; the deepest in METRO's system; and there are no escalators. Instead, there is a bank of six elevators, "that supply very fast access (at a rate of seventeen feet per second) between station and the surface" as well as a staircase for emergency use. Each elevator car has a "trap door" on the side that opens and allows a rescuer to "feather" the car to a slim platform to make access to another car for rescue purposes. The Forest Glen METRO Station is the only station equipped with smoke doors to protect customers during a train fire and evacuation. The personnel at Station 19 conduct drills perform elevator rescues, water supply calculations for the extreme depth, and knowledge of the elevator machine room. Station 19 personnel also conduct drills on how to work with each other in regard to communication when there is an elevator emergency as the elevator room is nowhere near the elevators. In November 2010, the Forest Glen METRO Station had 2,271 pedestrians entering the METRO and 2,149 exiting the METRO during weekdays alone. For weekends in November 2010, 1,577 pedestrians entered the METRO and 1,536 exited.

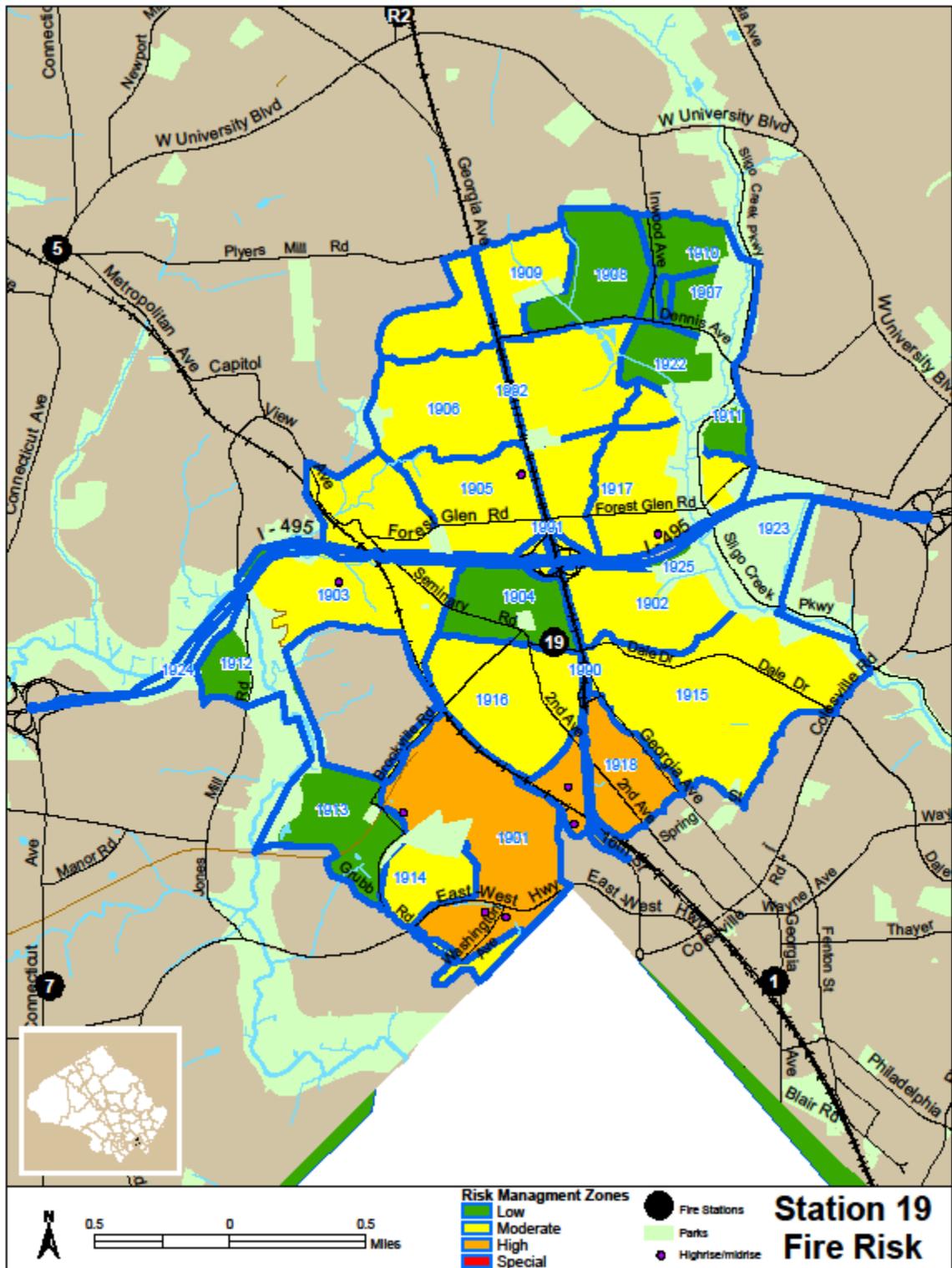
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<b>Station 19 - # of Incidents by Call Type</b>				
<b>Fiscal Year</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013 (1st and 2nd Quarter Only)</b>
<b>Adaptive</b>	<b>332</b>	<b>398</b>	<b>355</b>	<b>175</b>
<b>ALS1</b>	<b>535</b>	<b>592</b>	<b>583</b>	<b>282</b>
<b>ALS2</b>	<b>78</b>	<b>98</b>	<b>80</b>	<b>36</b>
<b>BLS</b>	<b>995</b>	<b>1000</b>	<b>1047</b>	<b>554</b>
<b>Explosive</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>2</b>
<b>Firefull</b>	<b>16</b>	<b>32</b>	<b>25</b>	<b>12</b>
<b>Hazmat</b>	<b>14</b>	<b>24</b>	<b>31</b>	<b>12</b>
<b>Tech Rescue</b>	<b>32</b>	<b>32</b>	<b>36</b>	<b>16</b>
<b>Water/Ice</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
<b>Total Calls</b>	<b>2226</b>	<b>2364</b>	<b>2319</b>	<b>1179</b>
<b>*Note: Total category includes unfiltered calls - # may exceed sum of call types</b>				



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